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Contents for Week of January 21, 1935. Vol. XIII. No. 27.

1. Persia Wants To Be Called "Iran."
2. World's Engineering Changes During 1934.
3. Frankfurt-am-Main, New Terminal of Oceanic Air Line.
4. Lost Continents Live in Legend.
5. Tiflis, Capital of Georgia—U. S. S. R., Not Ga.!

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FAIR DAUGHTER OF IRAN (PERSIA)

The traditional black veil, or chuddar, is still worn in public by all but a few of the more courageous Persian women of the large cities (see Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Persia Wants To Be Called "Iran"

NEW YEAR'S DAY for the Persians, which is March 22, will bring to the ancient kingdom of Persia a new name—"Iran."

"Persia" was derived from the province of Pers, or Parsa, the seed from which the modern nation sprang. "Iran" is the ancient name for the entire geographical region, which includes parts of Afghanistan and Baluchistan, and in recent times it has been used as a secondary title for the Persian political unit. (It should not be confused with "Iraq," the similar name of the new Arab nation which borders it on the west.)

Persians have always called their country Iran—"Land of the Aryans"—and themselves "Irani." But at the same time they have looked upon Fars (the modern name for Pers) as the most typical Persian province, and even as the cradle of the Aryan race.

Has Survived Many Conquests

The official change in name turns attention to the country as a whole, and emphasizes Iran's 3,000 years of strong nationalism. Its people have demonstrated again and again their ability to revive from major catastrophes.

At different periods in its development Iran has been overrun and even subjugated by Greek, Arab, Turk and Mongol armies; but the Irani have clung tenaciously to their national traditions and culture. Two of Iran's great poets, Firdausi and Omar Khayyam, helped to preserve the Persian language and national spirit through many troubled years. Firdausi's best known work, *Shah-Namah,* is one of the world's epics; and Edward Fitzgerald's translation of the *Rubaiyat* focused the attention of Europe on the culture of Iran.

Iran, two and a half times the area of Texas, is covered by a network of modern highways, in varying degrees of repair, following ancient trade routes. Until 1931 Iran was a country without railroads, with the exception of a few short stretches of narrow-gauge line. But now railway construction is progressing both in the north and in the south. Plans call for the meeting of these tracks within the next few years, so that the fertile provinces bordering the Caspian Sea in the north will be linked with the ports of the Persian Gulf.

Capital a Blend of Modern and Ancient

Tehran, the beautiful capital city, is now reached by airplane, motor car, or camel caravan, but soon it will be included on the trans-Iranian railroad. The capital has a population of 320,000; but it is utterly unlike most of the modern capitals of the world of comparable size. Its wide boulevards, along which traffic is directed by helmeted policemen, lend an outward air of modernity to the city; but the lumbering caravans of camels and donkeys soon dispel the modern appearance of the main thoroughfares. Side streets of the capital are narrow, crooked, and dark, and add further to the popular conception of a typical Oriental city.

There is, of course, a section of beautiful modern buildings including the Post Office, the Imperial Bank of Persia, the legislative buildings of the Majlis (the Iranian Assembly or Congress), and the Pahlavi Palace, home of His Imperial Majesty, Riza Shah Pahlavi, Shah-in-Shah of Iran.

Former capitals of Iran, including Isfahan, Shiraz, and Kazvin, are still important in the economic life of the nation, and combine ancient culture with modern industry. Isfahan, with a population of about 100,000, has a cigarette factory and a woolen mill. Shiraz, a city of 35,000 inhabitants, is famous for its wine and

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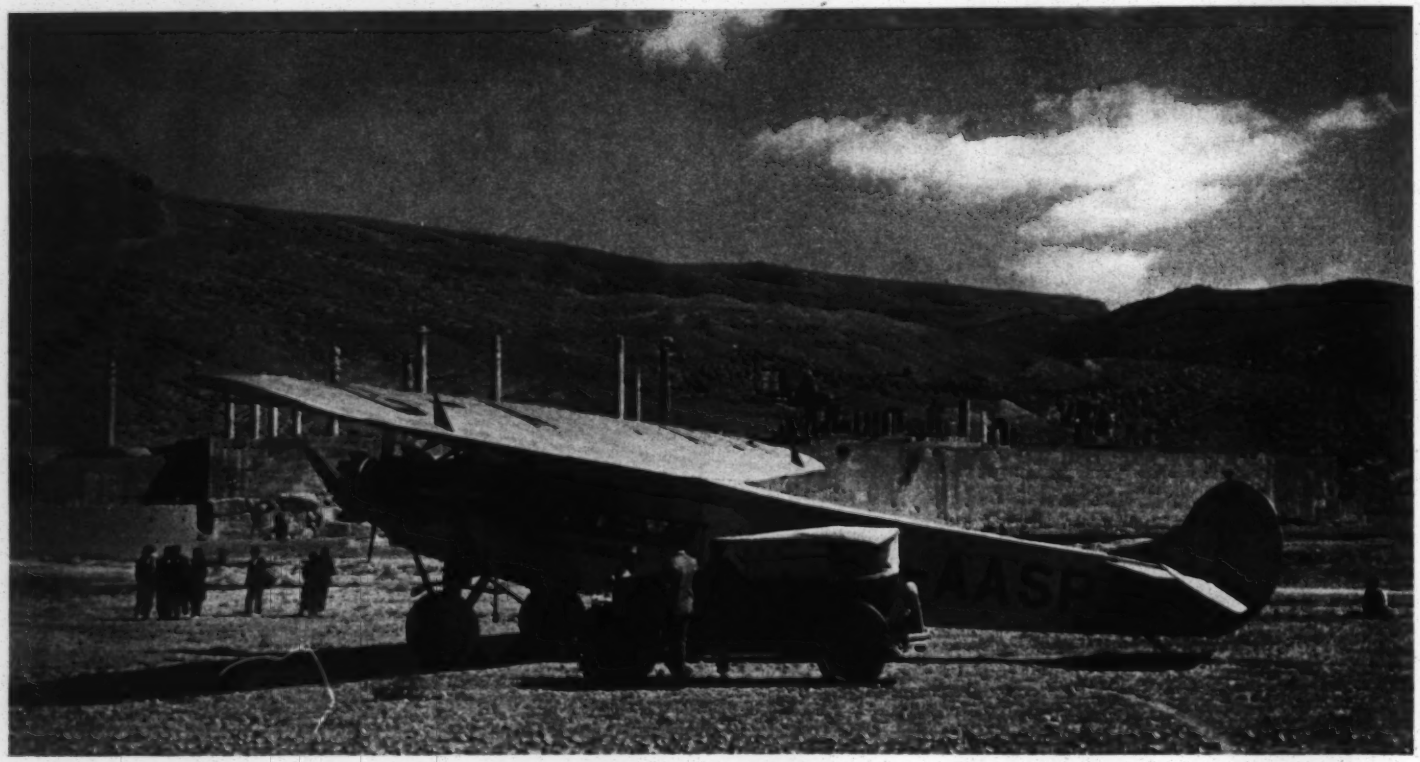

Photograph from Charles Breasted

MODERN PLANE AND MOTOR CAR BEFORE THE RUINED CAPITAL OF DARIUS AND XERXES

Destroyed 331 years before the birth of Christ, Persepolis, in central Iran (Persia), has only recently been examined and partly restored by American archeologists, who uncovered a body of archives of the Persian kings, containing some 20,000 clay tablets. Iran has many fascinating ruins that have never felt the spade of an archeologist (see Bulletin No. 1).

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World's Engineering Changes During 1934

PHYSICAL and economic geography was considerably altered by important construction projects during 1934 throughout the world.

The year saw the completion of a 1,200-mile oil pipe line in Iraq, Palestine, and Syria; first use of the world's largest under-water highway tunnel beneath the Mersey at Liverpool; the shaping up of the first transcontinental railway route through the backbone of the Rocky Mountains, west of Denver; travel by streamline, Diesel-engine-driven railway trains; completion of San Francisco's gigantic water supply system from the Hetch Hetchy Valley; the end of construction on the first bridge to cross the lower Zambezi River in Africa; and the throwing open for use of an 11-mile railway tunnel through the Apennines, in central Italy—the longest double-track railway tunnel yet built.

The most unusual engineering project of the year probably was the starting of work to air-condition and cool the world's deepest gold mine, a maze of shafts and passages near Johannesburg, South Africa, which reaches a depth of 8,380 feet.

Two Huge Steamships

Down greased ways, near Glasgow, Scotland, on September 26, slid the hull of a thirty-million-dollar giant passenger ship, christened *The Queen Mary*. The hull was 1,018 feet long and it was estimated that its tonnage would pass 75,000. At the same time, at St. Nazaire, France, another huge ship, *The Normandie*, which will have a tonnage of more than 79,000, was nearing completion.

The railway pattern of the world continued to undergo changes. In the United States, more trackage was abandoned than newly built. The outstanding addition was the Dotsero Cut-Off, a 38-mile link between Oresto and Dotsero, in western Colorado. It put into use a new transcontinental rail route, employing the Moffat Tunnel through the Continental Divide, and saving 175 miles between Denver and Salt Lake City.

Notable extensions of railway mileage took place in countries in a pioneering stage, or in which engineering development has lagged in recent decades. Three important railway projects completed were in Africa. In French Equatorial Africa a 318-mile railway was opened, connecting the 6,000 miles of navigable waters of the Congo River with the sea at Pointe Noire. In eastern Africa rails were extended north 162 miles in Nyasaland Protectorate (British) almost to Lake Nyasa, and connecting in the south with tracks that lead over the new Zambezi Bridge. In French Morocco, 75 miles of rails, built during 1934, from Fés to Taza, completed the 1,700-mile railway system extending from Tunis to the Atlantic coast of Morocco.

Other important railway building of the year included: 140-miles in Manchuria (Manchutikuo) from Lafa to Harbin, furnishing a more direct route from Seishin, new Japanese port of northern Korea, to Harbin and the region northward toward the Amur River; seventy-eight miles between Koupeiyingtzu and Lingyuan, Manchuria; an electric line 53 kilometers long in the Ural district, Soviet Union, connecting Chusava and Baska.

Fifty kilometers were added to the Persian railway that will extend from the Persian Gulf to Tehran, and beyond to the Caspian Sea (see Bulletin No. 1). Thirty-one miles of track in Latvia, from Dundaga to Ventspils. Polish trackage, 60 miles long, connecting Warsaw and Radom. In Turkey, 70 kilometers between Elâziz and Malatya, about 200 miles south of Trabzon. Brazilian extensions were mostly in Sao Paulo and Rio Grande do Sul.

In the United States, electrification of the Pennsylvania Railroad south of Wilmington, Delaware, in the project that will connect New York City and Washington by an all-electrified system, was virtually completed to the Alexandria, Virginia, freight yards, below Washington.

The Irrawaddy Gets First Bridge

One of the notable bridges completed during the year was the first structure to cross the Irrawaddy River in Burma. It is near Mandalay. Work was carried on during the year on the two bridges at San Francisco—across the Bay and across Golden Gate—two of the greatest bridge construction jobs ever undertaken. The world's largest lift-bridge was put into use at Middlesbrough, England, across the River Tees. The moveable deck is 270 feet long.

The largest dam finished during the year was the Mettur irrigation dam in the Cauvery River, Madras Province, India. More than a mile long, and 176 feet high, it will impound 660,000,000 gallons of water. Recoleta irrigation dam, completed in Chila, not far from Santiago, is the largest in South America. The greatest of Spanish dams was completed in the Duero River near Zamora. It was built primarily for power generation.

In West Virginia, the Marmet Dam in the Kanawha River, near Charleston, extends Missippi-Ohio navigation more than 100 miles into a country of rich coal fields.

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honey, and was the home of two famous poets, Hafiz and Sa'di. Kazvin, of about 30,000 population, has a large modern woolen mill.

Tabriz, in northwest Iran, is on the great caravan route between Persia and the Caucasus. It has a population of about 180,000 and many carpet-weaving and cotton-spinning factories. Bushire is the principal port on the Persian Gulf. Pahlevi (Enzeli) leads all other Persian ports on the Caspian Sea.

Until 1906 Iran was an absolute monarchy. In that year, the reigning Shah was forced to grant a constitution. In October, 1925, the Assembly deposed the young Sultan, and Riza Khan Pahlavi, then Prime Minister, was appointed to head a provisional government. In December of the same year, he ascended the throne as King. Under the present constitution, Iran's government in theory resembles that of Great Britain.

Iran is modeling its educational system after that of England. The Valiahd (Crown Prince) is attending a school near Geneva, organized very much on the plan of an English public school. A large number of government students, women as well as men, have been sent abroad to schools. A University has been founded, in addition to a number of teachers' colleges, technical and secondary schools.

The education of the youth in the time of Cyrus consisted of learning "to ride, to shoot, and to tell the truth" and this idea is living again in the National Society for Physical Education, founded recently under the patronage of the Crown Prince. The Irani have always been fond of outdoor games. Polo was first played on the Iranian Plateau.

Note: Students desiring additional photographs and data, concerning both ancient and modern Iran, should also consult: "Exploring the Secrets of Persepolis," *National Geographic Magazine*, October, 1933; "Flying the World," June, 1932; "Flights from Arctic to Equator," April, 1932; "The Citroën-Haardt Trans-Asiatic Expedition Reaches Kashmir," October, 1931; "The World's Greatest Overland Explorer," November, 1928; and "Modern Persia and Its Capital" also "Persian Caravan Sketches," April, 1921.

Bulletin No. 1, January 21, 1935.

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MOVIES IN AN ORIENTAL BAZAAR!

This theatre, in Tehran, faces a newly-widened street, where many lovely old buildings were levelled to provide a modern system of boulevards for the Irani capital. The signboard advertises the recent European film "Metropolis."

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Frankfurt-am-Main, New Terminal of Oceanic Air Line

STEAMSHIP lines that cross the Atlantic must drop their passengers at the sea coast, or a short distance up large rivers. But transatlantic air lines may choose inland cities as their terminals, and change terminals as often as traffic conditions require, without regard to expensive docks, dredged channels, or boat trains.

Cable dispatches from Germany report the first shift of this kind. Friedrichshafen, on Lake Constance, for several years has been end-of-the-line for the only oceanic air route between Europe and the Western Hemisphere. Last month Dr. Hugo Eckener announced that he was transferring the European terminal of his transatlantic Zeppelin services from Friedrichshafen to Frankfurt-am-Main. A new aviation field and hangar are being built on the outskirts of the latter city.

Thus again geography favors Frankfurt-am-Main. The change was made because Frankfurt is nearer to the European centers of population than is Friedrichshafen, and also because it is nearer to the heart of Germany than the airport on Lake Constance.

One of Germany's Oldest Cities

Frankfurt, with its half million population, is the metropolis of south-central Germany, and one of the oldest cities in the country. With its scores of busy factories, great banking institutions, publishing houses, and fine stores, Frankfurt is one of the most important commercial cities in Europe.

The new airline, however, will be but another strand in a veritable cobweb of communications that center upon the city. Since the days of the ancient Franks, whose name the city proudly bears, Frankfurt has been a crossroad of trade and commerce. The busy town early asserted its independence, and in the 16th century became a Free City. Unhampered by local princes and their rivalries, it grew rapidly. The Rhine and the Main brought it commerce from the sea, canals reached into the hinterland, railroads found it a natural junction point, and, in recent years, air lines have linked it with other European centers.

Frankfurt lies about 24 miles up the Main River from the Rhine. The city has occupied its present site on the north bank of the river for more than 1,200 years. It was called the "ford of the Franks" during the time of Charlemagne, who held an imperial assembly there in the eighth century.

Frederick Barbarossa, the first reigning German king, was chosen in the Römer, which has been Frankfurt's city hall for more than 500 years. Several emperors who succeeded him were elected, after stormy sessions, in the venerable building.

Outgrew Two Early Walls

Frankfurt was doubled in area in the fourteenth century when "new town," which, like the tiny medieval city, was guarded by a wall, was annexed. Then when the modern metropolis was taken in a century ago, the "new town" walls were torn down and in their place a parkway and promenade were built, making a semicircular drive through the heart of the city.

Little change has taken place in the old town, which stretches along the river bank and for a few blocks inland. The cobbled, canyonlike streets are so narrow in some places that the steep gables of the gaily-frescoed houses and shops on both sides meet over the narrow passageway and form a canopy. And they are so crooked that one can seldom see more than a city block.

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Tremendous Boulder Dam, in the Colorado River near Las Vegas, Nevada, has steadily grown during the year as millions of tons of concrete have been dumped into its forms. Southwestward from the dam a vast pipe line project, that will carry Colorado River water to Los Angeles, has steadily advanced.

Three large hydroelectric and irrigation projects in the West were started during the year: at Grand Coulee, Washington; at Bonneville, Oregon (both on the Columbia River); and at Fort Peck, on the Missouri River, Montana.

In the Tennessee Valley the Norris Dam is rising in the Clinch River near Knoxville, and the Wheeler Dam is taking shape in the Tennessee River above the Wilson Dam.

Outstanding among completions of new highways was that of the New Highlands Road in Scotland, from Glasgow to Inverness.

Near the close of the year Hawaii formally dedicated a new highway on the Island of Maui, leading from sea level to the rim of the crater of Haleakala, 10,000 feet above sea level.

Work continued on the Pan-American highway from the Texas border to Mexico City. It is estimated that grading will be completed on the last link of 60 kilometers in March, 1935.

Second in importance only to England's Mersey Tunnel, was the East Boston Traffic Tunnel, running under a part of the harbor from Boston to East Boston. It was opened June 30. Work was started in May on New York City's newest traffic tunnel, the mid-town Hudson tube to connect Manhattan and Weehawken, New Jersey.

Two of the world's great cities figured in subway work during the year. A new underground system (the third) was completed and inaugurated in Buenos Aires in November. It is five miles long. The first trial train was operated in the Moscow subway over a two-mile section, October 15. The eight-mile system will be completed in 1935.

In Germany, at Niederfinow, near Berlin, the world's largest canal boat elevator was inaugurated, March 21. It connects two canals with a difference of 116 feet in levels.

Completion of the new "hand made" city of Sabaudia, Italy, was celebrated April 15. It is the second planned city to rise in the drained Pontine Marshes. New port works at Callao, chief port of Peru, were put into service October 24. Work was started by the Soviet Government on an unnamed port city at the mouth of the Lena River.

Note: For supplementary reading and pictures see also: "Southern California at Work," *National Geographic Magazine*, November, 1934; "Redemption of the Pontine Marshes," August, 1934; "Changing Palestine," April, 1934; "Vagabonding in England," March, 1934; "Washington, the Evergreen State," March, 1933; "Colorado, a Barrier that Became a Goal," July, 1932; "Out in San Francisco," April, 1932; and "Smoke over Alabama," December, 1931.

Bulletin No. 2, January 21, 1935.

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LOS ANGELES MUST GO A LONG WAY FOR A DRINK

To satisfy the never-ceasing thirst of southern California cities a great aqueduct is being built to carry water from the Colorado River to gardens and households in an area that less than a century ago was largely desert. The Berdoo Tunnel (above), part of the giant project, is more than 18 miles long.

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Lost Continents Live in Legend

WAS there ever a continent in the Atlantic known as Atlantis? This tantalizing question has come up again, following a report given to the French Academy of Science by a botanist who, through a study of seeds and plants found to-day on various Atlantic islands, attempted to disprove that such a place as Atlantis ever existed.

Of all the lands reputed to have been swallowed up by the sea, Atlantis is the most famous. The fascinating story of this strange domain was first given to the world by Plato, who admitted, however, that it came second-hand to him from a priest of Egypt.

Plato described a civilization which flourished some 9,000 years before his time on an island of continental size, lying beyond the Pillars of Hercules (Gibraltar). This land was called Atlantis. During a mighty war between Atlantis and Greece "there occurred violent earthquakes and floods" in Atlantis, and "in a day and a fatal night" the rich and populous continent "disappeared and was sunk beneath the sea" like a stricken ship.

Azores May Be Remnants of Atlantis

In recent times much of the debate about the mysterious event has centered around the Azores (see illustration, next page). These oceanic outposts stand on a huge elevation or platform known as the Mid-Atlantic Rise, which extends with two short breaks from Iceland to the latitude of Cape Horn, and lies about midway between the Old and New Worlds.

Some scientists maintain that islands near the Azores may have disappeared, perhaps suddenly, as late as the human period, thus giving rise to the legend. Others dismiss the whole story as pure fiction. At any rate, the name of the "lost Atlantis" survives to-day in the name of the ocean—Atlantic.

Man's steady progress in mapping the unseen world beneath the oceans by means of echo soundings, sheds occasional light on the extravagant, but haunting, legends or scientific theories of lands that have vanished beneath the sea.

On the floor of the Indian Ocean a British oceanographic expedition recently discovered a submarine plateau and two buried mountain ranges separated by a deep valley. Immediately men wondered whether these were vestiges of "Lemuria," assumed by the late Ernst Heinrich Haeckel, German naturalist, to have existed in this very locality, in order to explain the distribution of the monkeylike lemurs.

Piecing Together a Continent

The capitain of an American naval vessel, on sounding duty in the Pacific for years, has pieced together the outlines of a huge continentlike mass lying deeply submerged between North America and Asia, raising again the question of the one-time existence of a continent in the largest of oceans.

Remarkable stone images found on lonesome little Easter Island, 2,000 miles west of South America, have led men to wonder whether this 40-square-mile patch of land is not all that is left of a large island group or continent and an extinct civilization. Like the Azores it stands on a submarine elevation of continental size, the Easter Island Rise.

"Much farther to the west, in the South Pacific, the thousands of islands have long been regarded as possible debris of a sunken continent. Unexplained ruins

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Now and then there is a square into which many of the streets converge. In one of these squares the Gothic Cathedral, one of the few architectural gems of Frankfurt, reposes. Its 300-foot tower can be seen far up and down the river and across the fertile plain in which the city lies. The Cathedral was founded in 852 and parts of its present construction date back to 1235. Before its altar the emperors who were chosen at the Römer were crowned.

Paul's Kirche (church) occupies another of these open spaces, while on the edge of the old town, almost encircled by the parkway and promenade, stands the magnificent opera house. Near-by is the home of Goethe, greatest of German writers and the city's most noted son. It has been carefully restored and preserved. Adjoining the house, the Goethe Museum, in the building where the poet was born, contains an interesting collection of portraits and souvenirs.

Note: See also "The First Airship Flight around the World," *National Geographic Magazine*, June, 1930; "Rediscovering the Rhine," July, 1925; "Progressive World Struggle of the Jews," July, 1919; and "The German Nation," September, 1914.

Bulletin No. 3, January 21, 1935.

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FRANKFURT'S TRIBUTE TO THE FATHER OF PRINTING

While Mainz claims the birthplace of Johann Gutenberg, Frankfurt, Strasbourg, and Venice share honors as places where the great craftsman practiced his art. This beautiful memorial overlooks one of Frankfurt's busy streets.

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Tiflis, Capital of Georgia—U. S. S. R., Not Ga.!

TIFLIS, the capital of the Republic of Georgia, in the Caucasus, has undergone many changes in recent months. Although nearly 2,000 years old when Leningrad was in its swaddling clothes, Tiflis to-day is one of the "newest looking" cities in the Soviet Union.

Recent reports from the Georgian capital indicate that the old city of traders is being transformed into an industrial community, using electric power from the first large hydroelectric plant—Zages—completed in the Soviet Union. Many narrow streets, unsanitary markets, and ancient buildings in "Old Tiflis" have been razed, and modern structures and asphalted boulevards are replacing them.

One of the most unusual changes was in a name. The main street was given new signs reading—not Stalin, or Lenin, or October Revolution—but Rustaveli Prospekt. Rustaveli was a famous Georgian poet of the 12th century.

Always a Gay City

Tiflis, despite its years and even despite its slums, has always possessed the air of a gay city. This may not be apparent at first. Alighting from a train or bus in Tiflis, the traveler may notice the depressing heat, if in summertime, or the sun-parched peaks of the Caucasus, that suggest famine rather than gayety.

But the newcomer is not long in Tiflis until he notices that the city is dominated by a vivacious, ambitious, happy-go-lucky race of mountaineers whose men are big, stalwart, and handsome, and whose women are graceful, with classic features and wonderful complexions. Centuries of shifting of races in the Near East have given Tiflis an extremely mixed and blended populace. In the principal square of the city many types of Georgians, Russians, Germans, Persians, Armenians, Turks, and others exchange ideas in more than 70 different tongues and dialects.

Tiflis is far enough east that one might visualize it as a city of squat mud buildings, bordering narrow, crooked streets, with now and then a camel caravan making its way to the market place. But Tiflis has "faced West" for many generations, and its new streets have a fair quota of street car and motor traffic.

Cheap Power Attracts Factories

Cheap power has brought electric lights and machine shops, as well as factories making wool, soap, silk, ice cream, bread, macaroni, and scores of other products. Here are important locomotive repair shops, copper rolling mills and brick kilns. The population is now 400,000.

The Rustaveli Prospekt, once famous as the Golovinsky, is a handsome, wide, tree-lined boulevard (see illustration, next page). Bordering it are modern restaurants, cafés, jewelry shops, art shops, theaters, commodious mansions, a museum, high school, library, and a park covering many acres. Facing the park is the Garrison Cathedral, atop which the cross of the Greek Church has been displaced by the star of the Soviet. Beside it is the handsome vice-regal palace used now as Soviet Government offices.

Near the cathedral is the station for the funicular railway climbing to the hilltop "Coney Island" of Tiflis, on Mt. Ploskaya, where the natives take refuge from the city heat, and play. In a niche, half way up the mountain, the white buildings of St. David's Convent stand out boldly against the tawny background.

While some of the natives of Tiflis look like walking arsenals, with clanking

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exist in the Carolines, and on Malden Island, between Tahiti and Hawaii. A leading British oceanographer contends that an extensive continent foundered in the central Pacific in early Tertiary times, when the mammals were rising to ascendancy over the reptiles, and some of our western mountains were being created.

"Geology, too, has created a suppositious continent, Gondwanaland. Taking its name from a rock formation found in the Gondwana section of India and also in many other parts of the world, it is supposed to have included Lemuria, Africa, Australia, most of South America, and Antarctica.

"In the folklore of peoples in many parts of the world survive stories of widespread inundation—prototypes, perhaps, of our own Biblical account of the Deluge and Noah's Ark.

"That immense changes have taken place in the distribution of land and water areas in the long life of our planet, has long been known, of course, to students of science. Students of geology know that our great mountain ranges are largely composed of rocks laid down on the bottoms of vanished seas and then up-raised. The recent discovery of submerged river valleys off Cape Cod, and nearly three miles below the surface of the sea in the Bahamas region, gives proof that many areas of the present ocean floor were once dry land.

"Many islands are known to have disappeared suddenly. Among them is little Sarah Ann, in the mid-Pacific. Scientists expected to use it as a grandstand from which to observe the solar eclipse of 1937, but recently United States naval vessels sought it in vain. The island had vanished. Thousands of lives were lost when Tuanaki in the Cook group was swallowed by the Pacific in 1836."

Note: See also "European Outpost: The Azores," *National Geographic Magazine*, January, 1935; "Columbus of the Pacific (Cook)," June, 1927; "The Islands of the Pacific" and "The Mystery of Easter Island," December, 1921; and "The Azores: Picturesque and Historic Halfway House of American Transatlantic Aviators," June, 1919.

Bulletin No. 4, January 21, 1935.

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IS THEIR HOMELAND A REMNANT OF A LOST CONTINENT?

Scientists still dispute the existence of Atlantis, a vast region which, some of them believe, sank into the Atlantic ages ago near the present location of the Azores, where the above photograph was taken. Both sheep and goats are used as draft animals in the islands. The lava houses indicate that the present Azores group are of volcanic origin.

swords, daggers, pistols and cartridge cases fastened to their picturesque *tcherkeskas*, the Georgians are renowned for their hospitality. As with the Arabs, their home is yours.

The Workers Clubs, post-revolution additions to Tiflis life, are the entertainment centers of the city. In them one may play chess, checkers or other games, listen to good music, read in a quiet, well-stocked library, or dine better than elsewhere in the city. Beautiful gardens furnish delightful places in which to lounge. One flower bed is so arranged that the date is shown in bedded plants and changed daily. Others contain likenesses of prominent Georgians or Russians.

Note: See also "Russia of the Hour," *National Geographic Magazine*, November, 1926; "A Journey Through Starving Armenia on an American Relief Train," November, 1919; "Russia's Orphaned Races," October, 1918; "A Few Glimpses into Russia," September, 1917; and "Russia's Man of the Hour," July, 1917.

Bulletin No. 5, January 21, 1935.

BINDERS FOR GEOGRAPHIC NEWS BULLETINS

A special binder for GEOGRAPHIC NEWS BULLETIN which will hold thirty issues (a complete year's edition) is now available. This holder consists of a handsomely embossed brown cover and spring jaws which grip hard and hold fast one, two or any number of BULLETINS up to a full year's allotment. When a single BULLETIN is required elsewhere, release is immediate, replacing equally easy while other BULLETINS remain undisturbed in numerical order as they were. BULLETINS are not punched or marred in binding.

This binder can be obtained by writing direct to The Albrecht Company, 211 South Sharp Street, Baltimore, Md., the National Geographic Society is informed. It is mailed postpaid upon receipt of $1. Money will be refunded if the binder does not prove satisfactory. Your name will be placed on the front cover in 22-carat gold for 15c additional.

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IT MIGHT BE A PARISIAN BOULEVARD, BUT IT IS IN TIFLIS

Rustaveli Prospekt is the show place of the handsome Georgian capital. The building with the massive dome is the Garrison Cathedral, and beyond it is the former palace of the Viceroy of the Caucasus, now used as Soviet Government offices.

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